

The Times-Dispatch
Business Office: Times-Dispatch Building
100 South Tenth Street
Richmond, Va.
Telephone: 1000
Subscription Office: 100 N. Tenth Street
Richmond, Va.
Telephone: 1000
By Mail: One Year, \$3.00
Six Months, \$1.50
Three Months, \$0.75
Single Copies, 10 Cents
Entered January 27, 1905, at Richmond, Va., as second-class matter under act of Congress of March 3, 1879.
WEDNESDAY, FEBRUARY 18, 1914.

ARE NOT THESE CITIES COMPETENT?

Here are two groups of cities. In the one group are Portsmouth, Newport News, Williamsburg, Suffolk, Petersburg, Alexandria, Fredericksburg, Danville, Roanoke, Lynchburg, Bristol, Winchester, Staunton and Charlottesville. In the other are Richmond and Norfolk.

What is the difference between the two groups? Are Richmond and Norfolk merely larger than the others? Are they by that fact more corrupt, more dishonest, less able to govern themselves?

The answer of certain Senators to this question is contained in the provisions of Senate bills 192 and 201. The cities of the first group are deemed competent to choose their own form of government, while the voters of Richmond and Norfolk are not.

The history of this discrimination against the two largest cities of the Commonwealth is one of the most remarkable legislative incidents with which we are familiar. Under the direction of a committee of the League of Virginia Municipalities, a bill was recently drawn giving every city of the Commonwealth the right to choose, by popular vote, between the commission form of government and the city manager plan. For reasons that are not plain, the city of Richmond was excepted from the operation of the general law presented to the Senate, and was made the subject of a special law, prescribing how the government of cities with a population of 100,000 might be changed. Since that time a Senator has moved and carried an amendment to the bills by which the general law was made applicable only to cities of less than 65,000 population, and the other bill (192) was changed to include cities of 65,000 and over. Norfolk, obviously, was intended to be covered by this amendment.

The result is not complimentary to the intelligence of Richmond and Norfolk. If Senate bill 201 passes, then 15 per cent of the voters of any Virginia cities except Richmond and Norfolk can petition for an election at which, by a majority vote, the voters can determine whether they will substitute for a bicameral Council either the city manager plan or commission government. There is no compulsion upon any city to all with less than 65,000 population is given the privilege of making a desired change. But that which the other cities of the Commonwealth can do, Norfolk and Richmond are denied. Instead, the Council of either may "propose a form of city government to supersede and take the place of the charter of the city," and shall provide for the submitting of such form to the qualified voters of such city for their approval, after which "the Council of the city shall request the General Assembly" to approve the plan. The City Council has the privilege of declining to recommend to voters any proposed change in the form of government; even where a Council be found that will legislate itself out of office, the General Assembly must pass on the changes. This is but little better than the present method of procuring charter changes—little better than nothing at all. At best, it is cumbersome, tortuous and immensurably more complex than the simple plan proposed for the smaller cities.

Why should Richmond and Norfolk be discriminated against?

Why are they deemed less worthy of passing on their form of government than are the voters of other cities?

Why should not we have the privilege enjoyed by other cities?

What excuse can be offered for facilitating the reform of government in small cities, while not improving that of Richmond and Norfolk in the spirit of the recent constitutional amendment?

Will those who advocate Senate bill No. 192 answer these questions?

McCLURE NO LIVING PROOF.

Much is being made of the recent statement of Commissioner of Immigration Cammetti, that the mother of S. S. McClure and her children would not have been admitted to this country under the present immigration laws. The commissioner has taken the case of the McClure family, who came to the United States from Ireland more than half a century ago, and has told at some length what would be its fate today. The moral is that the present immigration laws are worse than no law. Commissioner Cammetti's story does not prove it. Along with S. S. McClure came hundreds of others who did not become "the greatest citizens of the age." Along with him came hundreds who found asylums in jails, poorhouses and lunatic asylums. That the absence of immigration laws let S. S. McClure in does not argue that no law is better than the present laws, because they would keep him out.

The present immigration laws, if enforced, would have barred the McClure family because it was likely to become a public charge. In ninety-nine cases out of 100 it would. It is absurd to argue that all 100 should be admitted because the immigration inspectors are not acers of the future, and are unable to separate the one sheep from ninety-nine goats.

Bertilson never showed us how to find a bill lost in committee.

WHEN CONGRESS CALLS IT A JOB.
With that firm modesty which characterizes all his utterances, the President intimated to the newspaper men at their meeting Monday that he expected Congress to adjourn about the middle of June. All of which means that on or about June 15, the representatives of the people will hurry back home and begin mending their fences.

In making this statement—we might almost say, in letting out this secret—the President expressed the belief that by the time it adjourned, Congress would have completed the task it had fixed for itself, and would have passed the antitrust bills. And this means that about the date set, "Woodrow Wilson" will be written across five very comprehensive and important new laws.

It is understood that the President wishes Congress to adjourn earlier than usual for three reasons, namely (1) that the people may have opportunity of passing judgment on the finished work of the Congress; (2) that the members may have relief before their campaigns for re-election; and (3) that the country may have rest from new legislation.

As for the first named two reasons, the Democrats need fear nothing. Those members who have done their duty can rest assured that when the paychecks for the next Congress begin to circulate, they will still be privileged to sign vouchers. With the record it has achieved and with unbounded public confidence in the wonderful man who heads the party, the Democrats in Congress have the best prospect in their history of continuance in power.

The wisdom of an early adjournment in order that business may have absolute rest from that unceasing begotten of expected or threatened legislation is also above question. Many good men have thought that the time for this let-up came when the Federal reserve act was made law; all will welcome a season when there will be no rumors from Washington of new bills to be introduced.

But we have been of those who believe that while adjournment should come after the antitrust bills have been passed, Congress has not erred in resolutely pursuing to its logical end the program it laid out for itself. And of this we are positive for two reasons, first, because business has long since fully anticipated and met all the legislation this Congress will enact; and second, because the Democratic party has been able by prompt and united action to make an unprecedented record and to retain full public confidence.

The complete adjustment of legitimate business to the new situation was shown when the President wrote his stirring message regarding the control of industrial corporations. Long before he spoke out, business was convinced that in his suggestions to Congress there would be nothing radical, nothing dangerous, nothing that was not needed. As a consequence, the official declaration of the most progressive policy this country has ever pursued in dealing with business was met, not with a panic or business upheaval, but with positive relief and a general "boom." Surely with this remarkable chapter in our industrial history still fresh, there can be no danger in making the promises of the party the law of the land.

It must be remembered, also, that this Congress, with splendid leadership, has lost neither time nor friends in redeeming its pledges. Contrast its action on the currency question with that of the Republicans. For ten years the G. O. P. promised a complete reformation of our banking laws. We were assured immediate relief during every campaign and were given by every national convention the solemn promise that the Republicans would adjust the Chase national bank law to modern economic conditions. The net result of ten years' dodging was the report of the Monetary Commission and the Aldrich plan, disowned by the party that framed it. The Democrats, on the other hand, promised the people in the national platform of 1912 that they would give the country a new currency law. Within thirteen months after a Democratic Congress had been elected, the law was on the books.

And during this time the discount rate was not raised even a fraction of 1 per cent, and no important banks were closed. Within a week after the new system was authorized, the greatest financial institutions of the country rushed to join the reserve association. Could the President and the party have been so distrustful of the nation as to hesitate, in the face of this indorsement, to redeem all their party pledges?

The trust bills will be passed. Adjournment can then be had, not in shame or fear, but with the assurance that the country will remember and reward this as the most constructive Congress of the generation.

Where is my primary bill? asks Senator Gravatt. Where is my poll tax bill? asks Senator Drewry. Where is my initiative and referendum bill? asks Delegate White. Some people are so unreasonable.

By abolishing the office of commissioner of asylums, the House of Delegates turned four or five candidates for the job into aviators.

The city should get the slush off its own streets before making citizens get the snow off their sidewalks.

Don't make fun of the old bachelors who think they know something about women. Maybe they do, and that's why they are old bachelors.

Part of the winter has been so warm that we had no ice, and the other part has been too cold to cut ice. As a consequence the price will be high next summer. You knew that already; there is no harm in knowing the 1914 reason also.

It has been made a crime to impersonate a Congressman. This merely by way of calling attention to the fact that we have not yet perpetrated a witty paragraph on this subject.

STUDYING THE FEEBLE-MINDED.
There will be general regret that the Assembly feels itself unable to make liberal appropriation at this time for the care of the feeble-minded. But there can be no denying the fact that members are acting wisely in authorizing a thorough study of the entire subject before the Commonwealth adopts a fixed policy. This state of mind, we take it, is the explanation for House bill No. 246, which proposes an appropriation of \$3,000 the year for an investigation of the question by the State Board of Charities.

Public sentiment demands State aid in the care of our feeble-minded. The bill, bitter facts, familiar to thousands of interested voters, are all compelling with 6,000 feeble-minded in Virginia, mental degeneracy is spreading like a plague. Women who are unable to protect themselves are the mothers of children whose tainted blood shows in the blank faces. Little by little the poison of this curse is spreading through the veins of the race.

Something must be done and that quickly. Otherwise the virility of Virginians and the infusion of new blood into ancient, sturdy stock cannot overcome this destructive, degenerate influence. But what can we do and how shall we proceed? Wisely and rightly the last General Assembly made provision for the care of a few of the worst cases at the Epileptic Colony. With equal wisdom, we trust, the representatives of the people now in session will continue and enlarge this colony. But before Virginia inaugurates that settled program which existing need makes imperative, she must know the precise extent of the problem she seeks to solve, the best methods of custodial care and the most economical method of making these unfortunate self-sustaining. For this study, there is now more competent than Dr. J. T. Mastin, of the State Board of Charities, a man of broad knowledge and wide experience. With \$5,000 at his disposal, and with the privilege of enlisting expert assistance, Dr. Mastin will present to the Assembly of 1916 a report that will amaze Virginians.

SAVE THE HOME AND KEEP IT!
In recommending the appropriation of \$12,000 the year for the Virginia Home and Industrial School for Girls, the Senate Finance Committee merely expresses the conviction of the State that this institution must continue. Whether under the present board or under the State, whether near Bon Air or on a new site, the work must go on. The Times-Dispatch, from the beginning of the unpleasant controversy regarding the home, has felt that the agitation merely showed the necessity for such a school. Riots, rebellion, coercion, difficult management—all these things demonstrated more forcibly than could words the responsibility of the State to save these girls from the streets. The Senate, in taking the same view, shows its appreciation of the situation and its fine good sense in not permitting a local view to dominate.

The board of trustees of the home, composed of some of Virginia's best men, urge that the home be taken over and administered by the State. Naturally they do not wish to be dragged into compliance with unjust laws, nor are they willing to surrender their trust with no assurance that it will be continued by the Commonwealth. But they feel that the time has come for Virginia directly to assume control of its delinquent daughters, and to operate as a State institution the home which private contributions have equipped. For this reason, the board of trustees has opposed the Baker bill, and has indorsed the measure introduced by Delegate Gunn, of Henrico.

The State should take the home and make appropriation for its continuance. This done, there will be abundant time and opportunity to decide where the home shall be located. We have expressed the opinion that a change of site is desirable, and we believe that the board to which the home will be intrusted, if the State takes it over, will be of the same mind. This, however, is by the way. The all-important point is that Virginia cannot afford to neglect these girls or to leave them to the charity of individuals.

The Rappahannock Rhapsodist
The mud-hole in the road. A mud-hole in our road I know. And every year I've watched it grow. It's the bane of every driver's day. That we, by exercising care, could, with but little trouble, pass. That was before 'twas "worked," alas! They cut some pieces of pine bough And threw them headlong in the slough. On this they piled a lot of clay. And, well contented, went away. The clay quite quickly turned to mud. And threw them headlong in the slough. Like some old fossil vertebrate. They ploved and dug about its marge. Which did its compass much enlarge. Thus "worked" the mud-hole grew so wide.

We could not pass on either side. But like our old friend, Dr. Foster, We reached our middle when we crossed.

Now as this mud-hole larger grew 'Twas quite a source of revenue To those who had, with proper skill, So nursed and tended it until It needed no other every day. If travel still would go that way, Moral: If you will but bestow The proper work, you can, I know, Make even a mud-hole thrive and grow.

THOMAS LOMAX HUNTER.

Queries and Answers

President Wilson.
Was President Woodrow Wilson born in Staunton, Va., or in North Carolina?
P. C. MUELLER.

Lincoln's Birthday.
Is Lincoln's birthday a national holiday?
S. T. HATCH.

Fluorine Delegate.
Please tell me the name of the Delegate from Fluorine and Gochland in the session of the Legislature.
B. K.

There seems to be everything in the tapir but the too hot. Some folks seem to read everything but the signs of the times.

WHAT WAS NEWS FIFTY YEARS AGO

Reprinted from This Newspaper.

A Bad Bill.
The bill to change the conscript age, making it seventeen to fifty, will come up in the Confederate Congress at an early date. It is to be hoped the Senate will concur in the amendment of the House, which is to be confined to the present limits. Any other measure ought to be entitled, "An act for the purpose of increasing the number of the Confederate army and navy." The organization of this description of the bill should be left to the State, which has the advantage of being able to protect the country from rascals and service disturbances.

The Forty-fifth Is In.
Major-General Sam Jones telegraphs the War Department from Danville, Va., as follows: "The forty-fifth Virginia Infantry, one of the best regiments in the service, has unanimously re-elected me for the war. No man can be other than the need for this service was held out to induce them to re-elect."

Four hundred Yankee prisoners (privates) are to be sent from this city to Henderson, Ga., this morning. It is the intention of the War Department to send that number off every morning until the whole batch of prisoners now confined in this city and Danville are gotten rid of.

The First Virginia.
The old First Virginia Infantry, from this city, now at Goldsboro, N. C., has re-elected for the war. A member of the regiment writes us this fact, saying that it is very welcome news to the regiment if its thinned ranks were filled up by some of the old soldiers. The regiment is in Kemper's Brigade.

A Disastrous Failure.
From New York papers of recent date it is learned that the late movement on Richmond is acknowledged to have been a disastrous failure, and that the city is in a worse humor than when it was first captured by the Union army. A telegram from Washington says rumors prevail of the arrest of prominent officers who had the late raid on Richmond in charge.

Butler Is Very Mad.
As evidence that General Butler is very sore over the failure of his well-laid plan to capture Richmond by means of a raid up the Peninsula, the following dispatch to the New York Herald is given:

"Portress Monroe, February 10, 1864.—The following special order is published by order of the commanding general: 'W. W. Shore, being by his own confession the correspondent of the New York Daily Herald, and Daily Times, and other newspapers, in which papers the articles and letters in which papers on the recent campaign against Richmond are copied with approbation into the columns of the New York Herald, and the United States Government, and the cause of the country, is ordered to leave this department forthwith and not to return under pain of being put to hard, but honest labor.'

By order of Major-General B. F. Butler.

R. S. Davis, Major and A. A. G.
A dispatch from New Market, Tenn., says: "Humphrey's Mississippi Brigade, which was re-elected to-day for forty years, or until the war ends. The Ninth Georgia Regiment, Anderson's Division, has also re-elected. Other brigades and regiments are following their example."

From Mississippi.
Meridian was evacuated by the Confederates yesterday. All the government property and stores were saved. The city was captured by the Union army, and a column of infantry, 6,000 strong, sent out from Memphis via Hernando, and twelve regiments of cavalry that came from Sherman's army.

Voice of the People

Commission Government Bill.
To the Editor of The Times-Dispatch: Sir,—I wish to call attention, through the columns of your paper, to an important measure now pending in the General Assembly, which would command the support of business men in every city and town in Virginia. I refer to the measure popularly known as the "commission form of government bill," the purpose of which is to provide a method whereby every city and town in Virginia can, if the people so desire, adopt a modern form of government in place of the antiquated and inefficient plan under which they are at present governed.

This bill has been introduced in the Senate by Senators Featherston and Drewry, and in the House by Delegates Whitehead and Willis. It has been reported favorably by the Senate Committee on Counties, Cities and Towns, and is now on the Senate calendar.

By this bill, which has been favorably reported by the Senate Committee, but as to this I am not at present informed, Readers of The Times-Dispatch will recall that an amendment to the constitution of the Commonwealth, giving the General Assembly power to prescribe different forms of government for cities and towns than that now in existence, was adopted by the people in 1901, and it now only remains for the General Assembly to carry out the wishes of the people by the passage of a suitable act.

The bill now pending in both houses was carefully drawn by a committee of the Virginia League of Municipalities, of which the writer was a member, and of which Hon. W. B. Latta, of the city of Richmond, was chairman.

The work of this committee was indorsed by the league, and the bill introduced at the request of the league. It is not my purpose to attempt to give an analysis of this bill, as its general purpose has been set out already in the press. Sufficient to say that it gives to each city the right to adopt, by a vote of its citizens, one of three modern plans of city government, fully set out and described in the bill. In the opinion of the writer of this article, the adoption of this bill in law will result in tremendous benefits to the cities of Virginia, and will mark an epoch in their history. It will give them the power to rid themselves of the present antiquated and inefficient and cumbersome form of government.

Abe Martin

President and Free Tolls.
To the Editor of The Times-Dispatch: Sir,—I am sorry to see that the President has decided to go to the Panama Canal. Some one who would command the attention of the people should present a motion picture of the canal, showing the many objects to be seen from tolls granted to coastwise shipping, most of which objections the people have not thought of, or surely not considered.

Public attention has been directed to the objection that the Panama Canal is a violation of the Hay-Pauncefote treaty, but there are a number of other serious objections to the canal, which are as a measure of domestic policy.

If there is to be no discrimination against the users of the canal, as the treaty provides, the tolls can be charged more than their share of its expenses, and, therefore, to relieve any users of the canal from payment of their share of the charges is equivalent to granting them that amount out of the national treasury. Our government in assuming the risk and burden of building the canal has done enough for the intercourse of shipping, and should not be asked to go further and pay this shipping's share of the tolls.

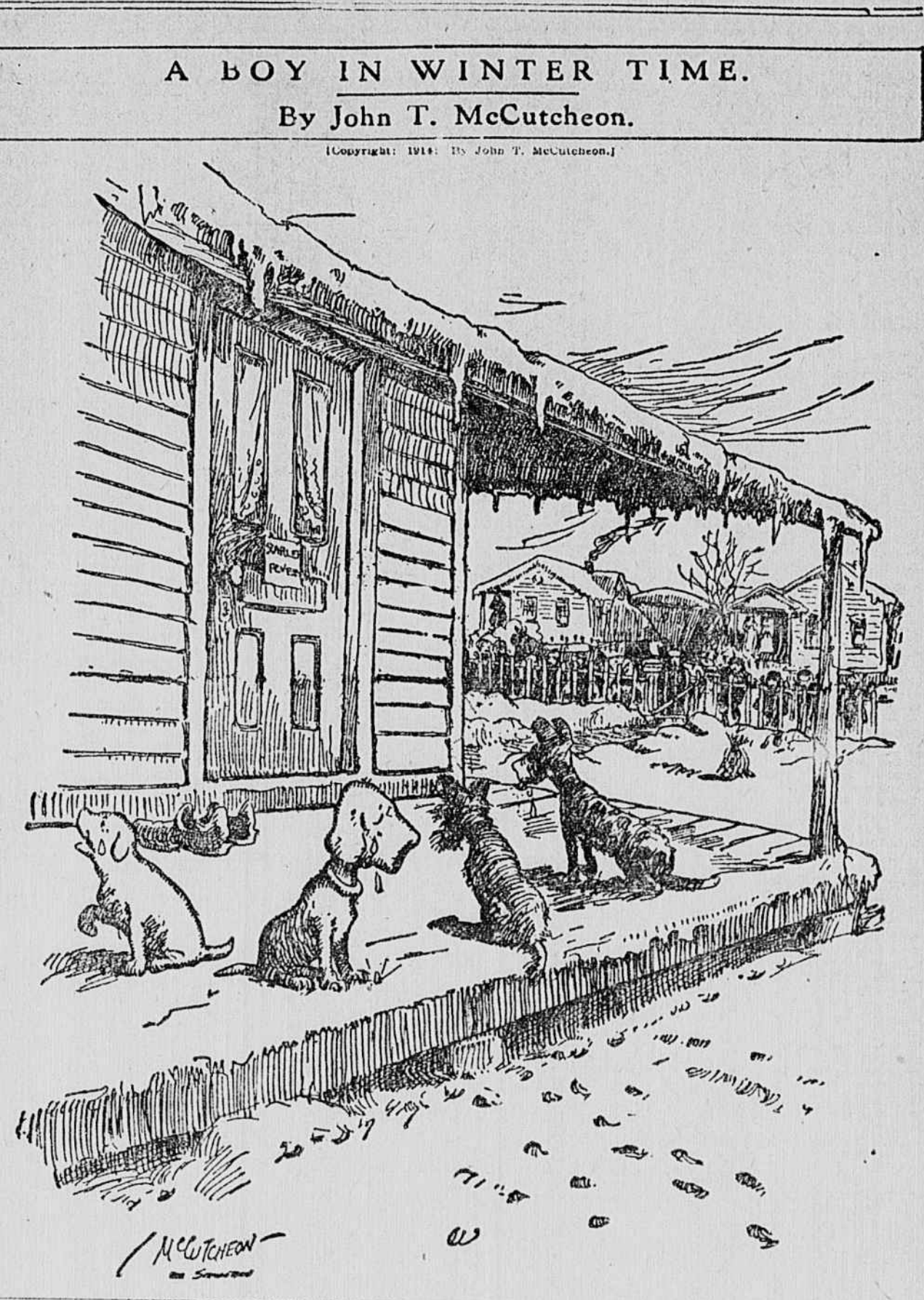
This exemption is not only a subsidy, but an unexcused and unjustifiable subsidy, and it is because of this fact that those seeking this exemption insist on this subsidy being granted in a direct way. Congress could grant a subsidy directly to this shipping without raising any question or objection about it being a violation of the treaty, but if it were proposed it would be recognized at once that our foreign shipping, especially needed in the present time, is being protected and fostered by our navigation laws, had no claim at all for such aid. This exemption would be a clear discrimination against our own citizens shipping to and from foreign ports through the canal, unless they are granted equal financial aid.

The chief reason of ground given for the exemption is that it will not stand consideration. Its purpose is said to be the reduction of shipping rates, and especially the transportation of freight rates, through competition. Such legislation for such a purpose means that the national treasury is to be made to bear the burden of reducing freight rates by sharing with shippers the natural and proper cost of transportation. Such a policy cannot fairly be restricted to one class of shippers, and that a relatively small class. Other classes of shippers can rightfully claim the same consideration. In particular, those shipping to and from foreign countries, and the shippers in the great interior of our country have as good a claim for financial aid from the government as the reducing of freight rates.

Such a method of reducing railroad rates is also commendable. If the transportation of freight rates are too high, we may rely on the Interstate Commerce Commission to lower them. If these rates are too high, and high only because of the high cost of traffic, it is a great wrong for the government to seek to force them down by financial assistance to their steamship competitors through relieving these competitors of a part of their natural and proper cost of their transportation. The transcontinental railroads can reasonably be expected to be relieved by financial assistance to their steamship competitors through relieving these competitors of a part of their natural and proper cost of their transportation. The transcontinental railroads can reasonably be expected to be relieved by financial assistance to their steamship competitors through relieving these competitors of a part of their natural and proper cost of their transportation.

What is asked of the government is the same as asking that it build one of our transcontinental railroad lines and maintain them and operate them, but make no charge on any American company or corporation for the use of the lines. This is a business over these lines with its own engines, cars and crews.

A Disciple of Matthew.
To the Editor of The Times-Dispatch: Sir,—It is extremely doubtful if Virginia could support to the square mile the dense population of some of the densely populated countries of Europe are now supporting, and as the years roll by will be less and less able to support a dense population unless something is done to save her natural resources, chief of which is her land. Lands that are now being sold for the soil washed away are practically barren. With a growing population and less and less land for cultivation each year, we will some day be forced to face with a very serious proposition. If our legislators will do something to stop the burning off of broom straw and hen nest grass fields and skimming the land with fire, and horse plows just deep enough for the first hard shower that comes to wash it off as deep as plowed, they will confer a benefit upon this and future generations that will last as long as time lasts, and a monument should be erected in Capitol Square bearing the name of each, with the inscription: "The work of the national and State legislatures in saving the land of Virginia from destruction." The work of the national and State legislatures in saving the land of Virginia from destruction is all right so far as the intelligent reasoning people are concerned, but you do not want to reach the ignorant, who have any more than you can keep the ignorant man from beating his mule and skimming the land with fire. The only thing that will teach people of this kind anything is some kind of punishment, at least the fear of punishment. The ignorant and don't-care people are destroying one way and another, the lands of the State faster than the intelligent and patriotic people, with the aid of the Agricultural Department, can build them up. With the aid of the State, we are talking about the matter in a general way and get down to details and individual farms. W. C. COUSINS.



By John T. McCutcheon.

which has never proved a real success in any city, and in place of same to put into effect a plan of modern government which means efficiency, economy and simplicity.

To these business men in our Virginia cities who recognize the need of a change from the old system to the new, the writer appeals in behalf of this bill. All of those interested in its passage should take the matter up at once with their representative.

Fredericksburg, Va., February 16.

Chivalry and Other Things.
To the Editor of The Times-Dispatch: Sir.—The gentleman writing in your issue of the 14th inst. in regard to the "friendly rivals" gradually lowers the pedestal on which you have been accustomed to put them. I have seen men approach salesladies with head covered in shame. Yet, if he were to meet the same lady at a dance, would he ever stand with covered head? Is raising the hat courtesy? Does association with women on a plane of equality or even "friendly rivalry" tend to cause a neglect of this cardinal virtue of the knight? I think so. I must disagree with Mr. Porter in this. There is a gentleman whom I know that will never forget how humiliated he felt the first time a girl usher showed him to his seat in a theatre. He was a gentleman, and he was a knight. He wanted to do it for her. One theatre in Richmond has girl ushers, and you know it? That's in Richmond, Va. They've got their rights.

I reckon I'll see the day when women vote, sit on juries, maybe with negroes, as some are eligible to jury service, go to school with men, police men and butchers, and I've got my doubts about whether I'll give them a seat on a street car or not. I honor them for what they are; not what I hope they will be. I honor them for what they are; not what I hope they will be. I honor them for what they are; not what I hope they will be.

AN ALUMNUS.

President and Free Tolls.
To the Editor of The Times-Dispatch: Sir,—I am sorry to see that the President has decided to go to the Panama Canal. Some one who would command the attention of the people should present a motion picture of the canal, showing the many objects to be seen from tolls granted to coastwise shipping, most of which objections the people have not thought of, or surely not considered.

Public attention has been directed to the objection that the Panama Canal is a violation of the Hay-Pauncefote treaty, but there are a number of other serious objections to the canal, which are as a measure of domestic policy.

If there is to be no discrimination against the users of the canal, as the treaty provides, the tolls can be charged more than their share of its expenses, and, therefore, to relieve any users of the canal from payment of their share of the charges is equivalent to granting them that amount out of the national treasury. Our government in assuming the risk and burden of building the canal has done enough for the intercourse of shipping, and should not be asked to go further and pay this shipping's share of the tolls.

This exemption is not only a subsidy, but an unexcused and unjustifiable subsidy, and it is because of this fact that those seeking this exemption insist on this subsidy being granted in a direct way. Congress could grant a subsidy directly to this shipping without raising any question or objection about it being a violation of the treaty, but if it were proposed it would be recognized at once that our foreign shipping, especially needed in the present time, is being protected and fostered by our navigation laws, had no claim at all for such aid. This exemption would be a clear discrimination against our own citizens shipping to and from foreign ports through the canal, unless they are granted equal financial aid.

The chief reason of ground given for the exemption is that it will not stand consideration. Its purpose is said to be the reduction of shipping rates, and especially the transportation of freight rates, through competition. Such legislation for such a purpose means that the national treasury is to be made to bear the burden of reducing freight rates by sharing with shippers the natural and proper cost of transportation. Such a policy cannot fairly be restricted to one class of shippers, and that a relatively small class. Other classes of shippers can rightfully claim the same consideration. In particular, those shipping to and from foreign countries, and the shippers in the great interior of our country have as good a claim for financial aid from the government as the reducing of freight rates.

Such a method of reducing railroad rates is also commendable. If the transportation of freight rates are too high, we may rely on the Interstate Commerce Commission to lower them. If these rates are too high, and high only because of the high cost of traffic, it is a great wrong for the government to seek to force them down by financial assistance to their steamship competitors through relieving these competitors of a part of their natural and proper cost of their transportation. The transcontinental railroads can reasonably be expected to be relieved by financial assistance to their steamship competitors through relieving these competitors of a part of their natural and proper cost of their transportation.

What is asked of the government is the same as asking that it build one of our transcontinental railroad lines and maintain them and operate them, but make no charge on any American company or corporation for the use of the lines. This is a business over these lines with its own engines, cars and crews.

A Disciple of Matthew.
To the Editor of The Times-Dispatch: Sir,—It is extremely doubtful if Virginia could support to the square mile the dense population of some of the densely populated countries of Europe are now supporting, and as the years roll by will be less and less able to support a dense population unless something is done to save her natural resources, chief of which is her land. Lands that are now being sold for the soil washed away are practically barren. With a growing population and less and less land for cultivation each year, we will some day be forced to face with a very serious proposition. If our legislators will do something to stop the burning off of broom straw and hen nest grass fields and skimming the land with fire, and horse plows just deep enough for the first hard shower that comes to wash it off as deep as plowed, they will confer a benefit upon this and future generations that will last as long as time lasts, and a monument should be erected in Capitol Square bearing the name of each, with the inscription: "The work of the national and State legislatures in saving the land of Virginia from destruction." The work of the national and State legislatures in saving the land of Virginia from destruction is all right so far as the intelligent reasoning people are concerned, but you do not want to reach the ignorant, who have any more than you can keep the ignorant man from beating his mule and skimming the land with fire. The only thing that will teach people of this kind anything is some kind of punishment, at least the fear of punishment. The ignorant and don't-care people are destroying one way and another, the lands of the State faster than the intelligent and patriotic people, with the aid of the Agricultural Department, can build them up. With the aid of the State, we are talking about the matter in a general way and get down to details and individual farms. W. C. COUSINS.

National State and City Bank